IN THE SPECIFICATION

Page 1, lines 7 to 34, replace the paragraphs with the following amended paragraphs.

The present invention relates generally to a safety coupling arrangement, and ~~then~~ particularly to a safety coupling arrangement that includes a first coupling part[[,]] adaptable for a fixed co-action with a shaft, axle or corresponding element~~, that~~ and which functions to transmit torque and rotational movement to ~~said~~the safety coupling, and a second coupling part[[,]] adaptable for fixed co-action with a shaft, axle or corresponding element~~, that~~ and which transmits torque and rotational movement from ~~said~~the safety coupling.

Safety couplings of this construction also include a safety unit which is adapted to take or be introduced into either one of two different setting positions, a first setting position[[,]] in which torque and rotary movement can be transmitted between ~~said~~the two safety coupling parts, and a second setting position[[,]] in which torque and rotary movement cannot be transmitted between ~~said~~the two safety coupling parts.

More particularly, the present invention is concerned with the use of ~~said~~a safety unit[[,]] that can take ~~said~~the first setting position by virtue of an expansion of a hollow-cylindrical subpart or body, where ~~said~~the

expansion is ensured by means of a pressure exerting agent or medium applied and enclosed in a cavity within ~~said~~the subpart of ~~said~~the safety unit, ~~said~~the pressure exerting agent or medium being illustrated hereinafter as an hydraulic pressure, such as an oil pressure, and that can take ~~said~~the second position ~~being realised~~ by evacuating the pressure from ~~said~~the cavity.

A safety coupling[[,]] according to the present invention[[,]] is intended to find its application primarily in the transmissions by which there occurs sporadic torque stops, having, e.g., a duration of between 1 and 100 ms and expected to exceed a maximum torque for which such safety couplings are dimensioned.

Page 2, lines 1 to 24, replace the paragraphs with the following amended paragraphs.

Plants in which such conditions exist and utilise such rotatable transmissions are wind power, diesel motors and gas turbine motors driven by electric power generators, where ~~said~~ frequent torque stops can occur in the event of short circuiting in the electric system or as a result of erroneous phasing (synchronisation) in respect of an electric power network.

More generally, a safety coupling according to the present invention, is adapted to enable it to transmit torque and rotary movement in an absence of slipping[[,]] when the torque transmitted lies beneath a predetermined limit value, but causes activation of the safety unit immediately when this value is exceeded and a small relative movement occurs between ~~said~~the two safety coupling parts, ~~said~~the activated safety coupling quickly releasing the coupling action within the safety coupling such as to fully prevent any transmission of torque and rotational movement.

The present invention is based on a safety coupling as stated above[[,]] wherein the material consumption in respect primarily of the second coupling part decreases successively in accordance with the chosen embodiment, without needing to relinquish the torque transfer requirement.

Described in the following is a safety coupling that includes a first externally-driven part, a second part that is driven by the safety coupling, and a safety unit which is normally integrated with ~~said~~the first coupling part. It should be noted, however, that the first coupling part and the second coupling part may switch places, without relinquishing the properties associated with the invention.

Page 17, lines 17 to 33, replace the paragraphs with the following amended paragraphs.

The safety coupling 1, according to Figure 1, is illustrated more specifically in Figures 3 and 6 and described more clearly with reference to ~~said figure~~these figures, where a first coupling part 11 of the coupling is adapted for fixed ~~co-action~~ coaction with a shaft 1' or corresponding means for the transmission of torque and rotational movement to ~~said~~the safety coupling 1, and a second coupling part 12 adapted for fixed ~~co-action~~coaction with a shaft 3 or corresponding means for transferring torque and rotational movement from the safety coupling, ~~said~~the hollow shaft 3 ~~co-acting~~coacting with the gearbox 4, via a bolt connection in a known manner.

Figure 3 as well as Figure 6 shows a safety unit 13 which is integrated with said first coupling part 11 and which is adapted to be able to take one of two setting positions[[,]] a first expanded setting position, in which torque can be transferred between ~~said~~the two parts 11, 12 during a selected rotational movement, and a second setting in which no torque and associated rotational movement can be transferred between ~~said~~the two parts, since in that second setting ~~said~~the parts are not in torque transfer ~~co-action~~coaction with each other.

Page 24, lines 20 to 26, replace the paragraph with the following amended paragraph.

The Figure 8 arrangement also includes a first coupling part 11 and a second coupling part 12, both of which are hollow-cylindrical and concentrically orientated, where the second coupling part 12 has a first material section[[,]] in the form of a first hollow-cylindrical leg 121, a second material section[[,]] in the form of a second hollow-cylindrical leg 122, and a third material section 123 or material part, where mutually opposing cylindrical outer parts 12b, 12c of the legs define the axially-directed groove 12a as viewed in cross-section.

Page 24, line 33 to page 25, line 14, replace the paragraphs with the following amended paragraphs.

In the case of the embodiments illustrated in Figures 8, 9 and 10, the free end portions or cylindrical subsections 121a, 122a of the material sections or legs 121, 122 forming ~~said~~the axially-directed groove 12a are ~~co-ordinated~~coordinated with an intermediate locking means 110 for mutually connecting the free end portions of said legs 121, 122 in a manner corresponding to ~~said~~the intermediate force-take-up element or device 123.

As shown in the embodiment according to Figures 8, 9 and 10, ~~said~~the first coupling part 11, its requisite safety unit 13, its associated expandable subpart 13' and its cavity 13a together with ~~said~~the locking means 110 shall be ~~co-ordinated~~ coordinated with each other.

The locking means 110 proposed, in accordance with the directives of the invention, shall be particularly intended and designed for preventing divergence of ~~said~~the free end portions 121a, 122a[[,]] when the safety unit 13 and its associated subpart or body 13' take their first and expanding setting.

Page 25, lines 20 to 23, replace the paragraph with the following amended paragraph.

This arcuate shape has a tendency to bend outwards or upwards at the end portion 121a of the leg 121 and inwards or downwards at the end portion 122a of the leg 122; however, this tendency is compensated for due to the ~~co-action~~coaction of the locking means 110 with the end portions 121a and 122a.

Page 25, lines 29 to 23, replace the paragraph with the following amended paragraph.

For the purpose of forming ~~said~~the locking means 110, the first coupling part 11 and the second coupling part 12 include on respective sides of the axially-directed groove 12a mutually overlapping and ~~co-ordinated~~coordinated cylindrical subsections, where the first coupling part 11 has a subsection 111, and the second coupling part 12 has a subsections 124.

Page 26, lines 21 to 22, replace the paragraph with the following amended paragraph.

These outer sections 115, 116 and 128, 129 respectively may conveniently be treated to enhance ~~said~~the frictional effect particularly to enhance torque transfer.